

OFFICE OF THE
 WEST PHILADELPHIA PASSENGER RAILWAY COMPANY,
 FORTY-FIRST AND HAVERFORD STREETS,
 PHILADELPHIA, *February 3, 1873.*

HON.

DEAR SIR:—Under date December 16th, 1872, I had the honor of addressing you, as a member of the Legislature, a circular letter, calling your attention to the fact that the Union Railway Company would endeavor to get a bill through the Legislature this winter, authorizing them to extend their railway on to Market street, and respectfully requesting you not to permit the passage of any such bill, without affording us and the citizens of Philadelphia an opportunity to be heard. The said letter was numerously endorsed by the leading firms on Market street; and as a further index of public opinion on this subject, I respectfully call your attention to the following comments of the press thereon:

The Philadelphia Inquirer, Saturday, January 4, 1873.

"ANOTHER ATTEMPT TO SEIZE MARKET STREET.—In another column will be found a letter addressed, by Mr. John S. Morton, President of the West Philadelphia Railway Company, to members of the Legislature. This communication bears the endorsement of

nearly every business firm upon the line of Market street, whose interests the matter of it very nearly concerns. Mr. Morton declares he has reason to believe that it is the intention of the Union Passenger Railway Company to endeavor to obtain, at the coming session of the Assembly, authority to lay two additional tracks upon Market street, from river to river, obstructing the chief business thoroughfare of Philadelphia in such manner as to destroy its great usefulness, and, consequently, to depreciate the value of all private property built upon it.

"If it were not for the manner in which the bill of last session, giving the Union Railway Company power to lay tracks upon a certain portion of Market street, was carried through both Houses, and the approval of the Governor obtained for it, we would feel disposed to believe that Mr. Morton's fears outran the intentions of the Union Company, for we thought it had had such unmistakable assurances from the whole community that any new attempt to invade and destroy Market street would be a scheme too unpopular to be safely pressed to a conclusion. But when we consider that the act of last winter was smuggled through the Legislature under a false title, that before it was signed by the Governor, the entire community protested against it, and that, in spite of this protest, it became a law, we are compelled to believe that Mr. Morton has sufficient grounds for his fears.

"That act was a fraud upon its face, and the Supreme Court so decided; but, admitting that the right of eminent domain lies in the Legislature, there is nothing but good conscience to prevent that body from voting away, not only our streets, but the houses along them, to any corporation willing to pay the price demanded for the iniquity. A bill more carefully drawn may prevent even the Supreme Court from saving Market street to the public in its present condition of usefulness. It is proper and wise, therefore, that attention should be called to this bad scheme at once, in order that publicity may defeat it."

Public Record, Philadelphia, Saturday, January 4, 1873.

"TAKING TIME BY THE FORELOCK.—It being generally understood that an attempt will be made to have an act passed by the incoming Legislature authorizing the construction of more passenger railroad tracks on Market street and other streets already occupied for such travelling purposes, a memorial has been prepared and forwarded to each member of the Legislature, in reference to the subject, by Mr. John S. Morton, the President of the West Philadelphia Passenger Railway Company. This memorial sets forth the objections to such a proposition, the principal one being the inevitable interruption of business on Market street. Carts, drays, trucks, wagons and other vehicles used in transporting goods, wares and merchandise to and from the many business establishments on that thoroughfare would continually block the railway cars and destroy their value as the means of safe travel within any given space of time. The memorial is numerously signed by the leading merchants on Market street, and it urges the thoughtful attention of each member of the Legislature not to permit the passage of any such bill without first giving the citizens of Philadelphia an opportunity of being heard."

The Day, Saturday January 4, 1873.

PRESIDENT MORTON AND THE "UNION" LINE.—Apprehending that a bill will be presented to the Legislature, this winter, giving to the Union Passenger Railway Company "extensive rights over the streets now occupied by the West Philadelphia Company, and probably, also, over the rights of other passenger railway companies in our city," Mr. John S. Morton, President of the West Philadelphia Company, has issued a letter which may be regarded as a protest, so far as his company is concerned, and which is numerously endorsed by

merchants and business men on Market street. This letter applies particularly to the proposed extension of the Union Company's line from Ninth and Market to Front and Market streets, as provided in the enactment of last winter, which has been overruled by the courts, but which, it is feared, may be revived this winter. Indeed, Mr. Morton says this company now proposes "to cover Market street, throughout its length, from the Delaware to the Schuylkill," and thinks "it would be difficult to suggest a scheme more destructive of the valuable property on Market street, and more detrimental to the business interests of Philadelphia, to say nothing of the injustice to our (his) line now occupying that street."

Whether the Union Company really do desire to extend their line throughout Market street, we are not informed, but it is known that they desire the privilege of laying tracks on that street from Ninth to Front. On this point Mr. Morton well says, that "no reason of public convenience calls for such an extension, since those desiring to pass upon Market street may be carried by our line on an exchange ticket, as is done uniformly with all the lines in the city west of Ninth street." And he clinches the point by adding: "Indeed, in our anxiety to prevent the public inconvenience resulting from additional tracks occupying this street, *we offered to carry the eastward passengers of the Union Line without charge.*"

While admitting that Mr. Morton is probably prompted, in a great measure, by the interests of his company and his own, we must admit that there is much force in his arguments, especially as to the proposed extension of the Union line on Market street, from Ninth to Front.

Evening Herald, Saturday, January 4, 1873.

SHALL IT BE?—John S. Morton, the President of the West Philadelphia Passenger Railroad, has addressed a letter to each member of our State Legislature, in which he makes certain

statements, which are calculated to arouse a general feeling of indignation among our citizens, if the schemes spoken of are attempted to be perpetrated. Mr. Morton says that he understands a bill will be presented to the Legislature to give the Union Passenger Railway the right to lay a track upon Market street, from the Delaware to the Schuylkill—a scheme not only unjust to the West Philadelphia Passenger Railway, but also detrimental to the best interests of the city. Mr. Morton says at one time, to prevent public inconvenience, the offer was made to carry passengers eastward from the Union line without charge. The offer has also been made to exchange tickets with the Union line.

The opposition to the projected scheme is signed by most of the leading business houses on Market street, such as J. B. Lipincott & Co., Hood, Bonbright & Co., Bunting, Durborow & Co., Kilburn & Gates, Field & Hardie, Siter, Price & Co., James C. Hand & Co., etc., etc.

Sunday Dispatch, Philadelphia, January 5, 1873.

Last year the Market Street Passenger Railway Company was caught napping by the Union Passenger Railway Company in the matter of Market street. The Union “by ways that were dark and tricks that were vain,” succeeding in getting through the Legislature its little bill without suspicion on the part of the officers of the Market street road, that such a game was on hand. Evidently the latter are determined not to be caught asleep this year. They have prepared a strong protest against any bill which interferes with their franchises on Market street. This has been signed by a large number of the leading firms and business men upon the street; indeed, it may be declared that there is not a single person who does business upon Market street, who is in favor of encumbering it with two more railway tracks. We may say there is probably nobody in Philadelphia in favor of this outrage except the officers and stockholders of the

Union Passenger Railway Company. With two passenger railway tracks, and two railroad tracks in addition west of Eighth street, Market street would be rendered difficult of use by the merchants who now occupy it in the transfer of goods; and the result would be, that for business purposes, one of the finest streets in the city would be ruined, and property upon it depreciated, merely for the supposed profit of a reckless and grasping corporation.

The Sunday Dawn, Sunday, January 5, 1873.

SNAKE IN THE GRASS.—Mr. John S. Morton, President of the Market Street Railway, has just addressed to each member of the Legislature, a letter signed by most of the firms on that street, revealing the fact that the Union Line will make every endeavor this winter to get double tracks along the whole length of the street, and stating clearly some of the reasons why this should not be granted. The Union Line last winter sprang a fraud on the Legislature, and they will surely spring a greater one this winter, and succeed, if not watched. In Mr. Morton they will find a wide-awake opponent, working through honest, open channels, it is true, but right will prevail sometime, even at Harrisburg.

Philadelphia, Sunday Times, January 5, 1873.

"THE GREAT MONOPOLY.—There is good reason to believe that the Union Passenger Railway Company will make an effort at the coming session of the Legislature to have bills passed giving them the right to run their cars over the Market Street Road, and probably over the routes of other passenger railway companies in our city. The effort will meet with determined resistance, as it should do, and already the officers of the Market Street Road are on the alert to protect their interests, but the operations of the great monopoly are conducted with such secrecy and unscrupulousness, that its work is seldom discovered

until the mine is ready to be sprung, and people interested have no time to counteract their machinations. All the street railway companies should combine against this monopoly, for, unless they do, they will find it secretly at work to wrest from them their privileges and franchises, as the intention is evidently to get control of the whole or a majority of the passenger railway traffic of Philadelphia, and then people will be compelled to pay whatever fares may be demanded, or submit to the most outrageous exactions and impositions of every kind. If any of this bogus legislation should be successful this winter, it is to be hoped Gov. Hartranft will interpose his veto promptly, and not, like Geary did last winter, play 'hide and seek' with both parties, and after pledging himself not to sign the Market street bill, broke his faith, to serve a grasping, soulless corporation."

The American, Media, January 8, 1873.

"OUR readers recollect what a hard fight Hon. J. S. Morton has had with the Union Passenger Railway Company of Philadelphia, to prevent them laying a track on Market street, from Seventh to Front. In this scheme the Union line was defeated only by the best endeavors of Mr. Morton, who fought them in the courts, and won the suit on the merits of his case. The fight, we understand, is to be renewed at the present session of the Legislature. Mr. Morton has laid the case before the business men on Market street, and they have united with him against the movement, and their objections have been forwarded to the Representatives at Harrisburg. Looking at the case from this standpoint, we think Market street is already too much crowded to entertain for a single moment the idea of another railroad on any part of it, and we hope the scheme to block this most important highway in the manner proposed, will be consigned to oblivion. The case of Market street is in the hands of an able and energetic man—the President of the Market Street Passenger Railway—Hon. J. S. Morton, and as he is on the right

side, we feel confident that he will win. The people of Delaware county are greatly interested, because many of them are constant and everyday patrons of the Market Street line, and if the street is blockaded by means of another railroad track on each side, their passage to and from the various depots in West Philadelphia, will be greatly interfered with."

Delaware County Democrat, Wednesday, January 8, 1873.

THE MARKET STREET RAILWAY.—Mr. John S. Morton, the efficient President of the West Philadelphia Railway Company, has addressed a circular to each member of the Legislature, setting forth that there is reason to believe that a bill will be presented to that body during the present session; which, if it become a law, will give the Union Passenger Railway Company of Philadelphia, extensive rights over the streets of his company, and probably over the routes of other companies.

Such a bill, passed by indirect methods through the last Legislature, has just been defeated and pronounced unconstitutional by the Supreme Court.

They proposed then to lay a double track line on Market street, from Ninth and Seventh to Front street. Now, it is said, that they propose to cover Market street throughout its length, from the Delaware to the Schuylkill. Such a scheme would be very destructive to the business interests of Market street.

Mr. Morton very forcibly says:

"Such tracks would approach so near the curb that drays could not load or unload, without being turned to one side, as each ear running perhaps on one minute time or shorter would require.

"No reason of public convenience calls for such an extension, since those desiring to pass upon Market street, may be carried by our line on exchange tickets, as is done uniformly with all the lines in the city west of Ninth street.

"Indeed, in our anxiety to prevent the public inconvenience

resulting from additional tracks occupying this street, we offered to carry the eastward passengers of the Union Line without charge."

And he reasonably requests the members of the Legislature to not permit the passage of any such bill, without affording his company and the citizens of Philadelphia an opportunity to be heard, and without that full appreciation and consideration of the subject which its importance demands. There is no railway in Philadelphia, so liberal as the one of which Mr. Morton is President. It has ever been ready to lower the fare, and never promoted monopoly, but merely demanded its just rights. To allow another double track to be placed on the main thoroughfare of the city, that is already too much crowded, would be an outrage upon the people who are compelled to travel it, as well as an irreparable loss to the property holders. The market houses were removed for the purpose of giving more travelling facilities, and to obstruct the street with an obstacle much greater than the old market houses, would, indeed, be taking the retrograde movement.

Many of the people of Delaware county are much interested in this question, and some of them are required to travel almost daily on Market street. We, therefore trust that our representative, Mr. Bullard, will use his influence and vote to prevent the passage of the bill.

The Republican, Chester, Friday, January 10, 1873.

The officers and stockholders of the Union Passenger Railway, are making preparations to get a bill through the Legislature, enabling them to build a railroad on Market street, thus interfering with the franchises of the Market Street Railway Company, and incommoding the trade and travel of that important thoroughfare. Last year they succeeded in smuggling a bill through both branches, giving them this privilege, which fortunately for the merchants and others doing business on

Market street, and for the people who go to the city in their own vehicles, their object was defeated mainly through the exertions of JOHN S. MORTON, Esq., President of the West Philadelphia Passenger Railway Company. A protest has been signed by a large number of the leading firms on Market street, against any action that may be taken by those interested in the Union Passenger Railway, and it is hoped that any and every effort that may be made by this company to encumber Market street will be defeated, as it should be.

The Keystone, Philadelphia, Saturday, January 11, 1873.

RAILROADS ON MARKET STREET.—We have received a lithographed copy of the remonstrance, numerously signed by the leading merchants and business men on Market street, asking the Legislature of Pennsylvania *not* to pass any law giving authority for the laying of *additional* railway tracks on this busy thoroughfare. Our readers will remember that the Supreme Court of this State, at its last session, pronounced an act of the Legislature that *was* obtained to accomplish this end, last year, to be unconstitutional. We cannot but think that a remonstrance as numerously and respectably signed as this one, and in the interest of unimpeded public travel and legitimate mercantile enterprise, will prevent any further attempt to make a gridiron of Market street. It is sufficient to have the West Philadelphia Passenger Railway on Market street, for it furnishes every facility for travel, without interfering with the necessary business operations of the street.

All of which is respectfully submitted for your further consideration.

Very truly yours,

JOHN S. MORTON,

President.

